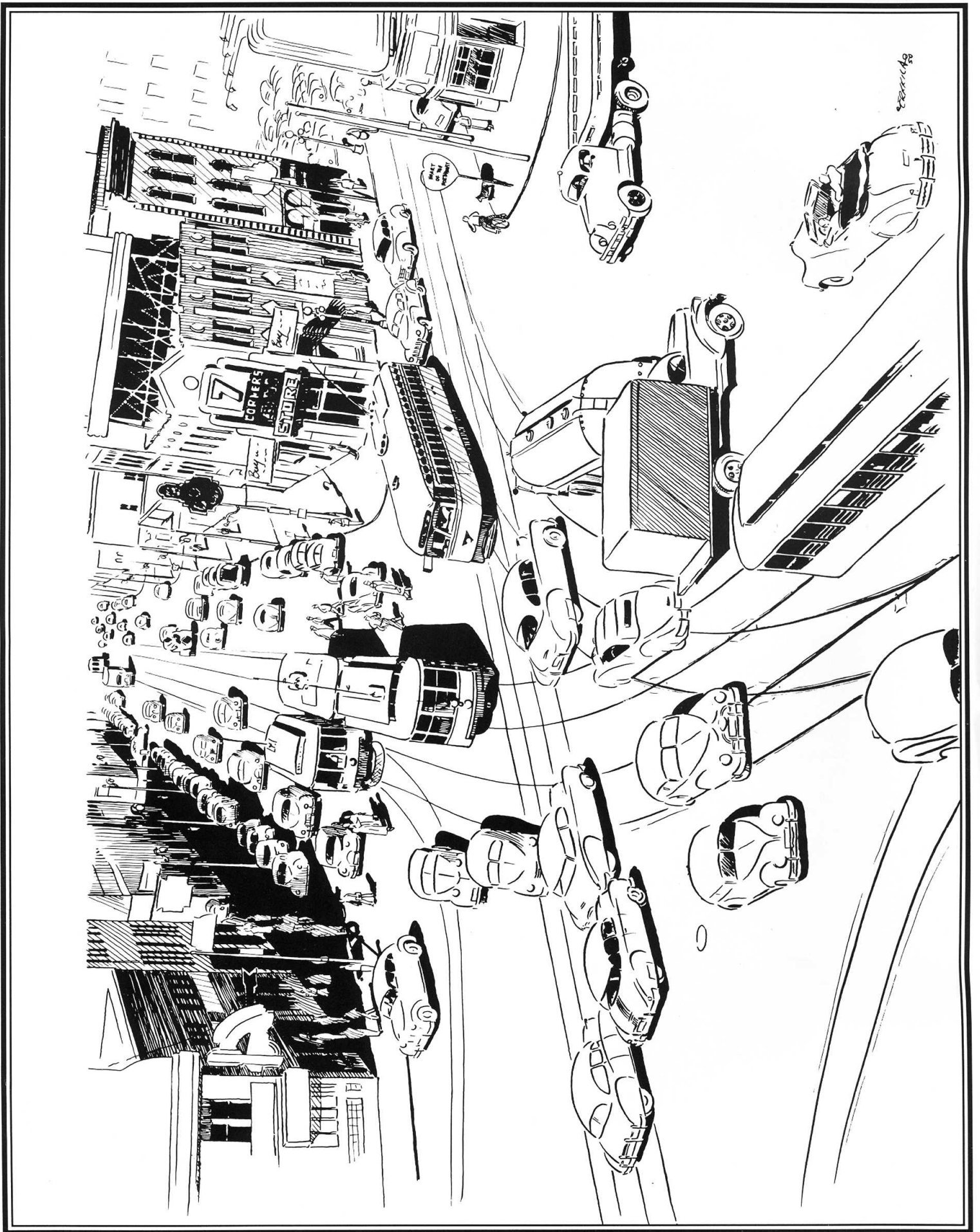


Minnesota Transportation Museum

MINNEGAZETTE

Summer 1993







Official Publication of the
**MINNESOTA
TRANSPORTATION
MUSEUM, INC.**

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The *Minnegazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical or current interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha restoration in Excelsior.

MEMBERSHIPS

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Sustaining	\$ 50	Sponsor	\$ 100

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**MTM WINS HERITAGE
PRESERVATION AWARD**

It is now fair to call us the *AWARD WINNING* Minnesota Transportation Museum. In a three year period we have been recognized twice for our efforts. The first was in 1991, from the Preservation Alliance of Minnesota. Now, the Minneapolis Heritage Preservation Commission (HPC) has given MTM's Como-Harriet Streetcar Line its Heritage Preservation Award.

The HPC is the city's history watchdog. It is their job to review construction projects and other activities within the city to ensure that historic preservation is properly considered. They also are responsible for designating historic sites for inclusion on the local register. The awards began last year as a way to recognize outstanding projects and the people who make them happen. For this second round of awards, MTM is in the prestigious company of the State Theater and Foshay Tower renovations, among others.

The awards luncheon took place at the Nicollet Island Inn. It was quite a high profile event, with the Mayor and several of the City Council present. The audience was shown slides of each project. **Louis Hoffman** accepted on behalf of the museum. Both of MTM's awards now hang in the Linden Hills depot.

**THANK YOU FOR
YOUR GENEROSITY**

-To **Bob Clark** for acquiring the St. Croix Falls tourist information booth for use as the temporary Osceola ticket office, and for donating the cost of the concrete slab. Bob also paid for the large permanent roadside sign that stands next to Hwy. 35 just north of Dresser, and for the printing of the latest Osceola brochures.

-To **Mr. and Mrs. James Kessler, Mr. and Mrs. Sam Gruttadaurio, Mr. and Mrs. Warren Erickson, Mr. and Mrs. Kenneth C. Campbell, Jerry and Marla Alstead, Lillian Peterman, Mary Agnes Nibbe, and Martha Ball** for their donations to the Traction

Fund in memory of the late **Theo R. Spannaus**.

-To **David Duncan** for his donation to the General Fund.

-To **Donald and Barbara Metzler** for their donation to the Railroad Fund.

-To the **Linden Hills Business Association, Michael and Mary Philippe and Art Nettis** for their donations to the Traction Fund.

-To **Thomas LeFebvre, James Ogland, Lazarus Development Inc. and Robert and Lois Boylan** for their donations to the PCC Fund.

-To **Art Pew** for his ongoing donations to the Jackson Street Roundhouse Fund.

-To the **Onan Foundation** for its grants of \$3500 to the Traction Fund and \$10,000 to the Steamboat Fund. The foundation has also purchased a \$2500 IBM laptop computer for the Steamboat Division.

-To **Mech Data Corp., Porte Kimmag, Investors Savings, Metropolitan Financial, Bruce Peterson, John Pillsbury, Sharon Wein, Robert Watson, Gloria Saulon, Edith Sheldon and Jim Cargill** for their donations to the Steamboat Fund.

-To **Paul Joyce** for donating Minnesota train and trolley photos.

-To **Terry Warner** for donating railroad books.

**CORRECTIONS
& NEW INFO**

The Editor will be attending the Typo Support Group for awhile following the last issue, in which he misspelled four members' names. Apologies to **Vickie Jensen, Ray Bowlan, Jeanne Inselman** and especially **Doug Hodgdon**, whose name was repeatedly misspelled in very large type.

The Winter 1993 issue showed an M&StL wood boxcar at the Western Railway Museum in California. How did it get there? It is one of five boxcars the museum bought from the navy. Under the silver paint they discovered that two were M&StL, purchased by the Navy in World War II.

Front cover: A study of trolleys and trolley poles during Snelling Station's last summer. John Runk photo, Minnesota Historical Society collection.

Inside front cover: "Traffic Congestion at Seven Corners, St. Paul" is the caption of this line drawing from the 1950 St. Paul-Minneapolis Traffic Survey. For more highlights from the survey, see page 16.

CHAIRMAN'S COLUMN

-John Diers

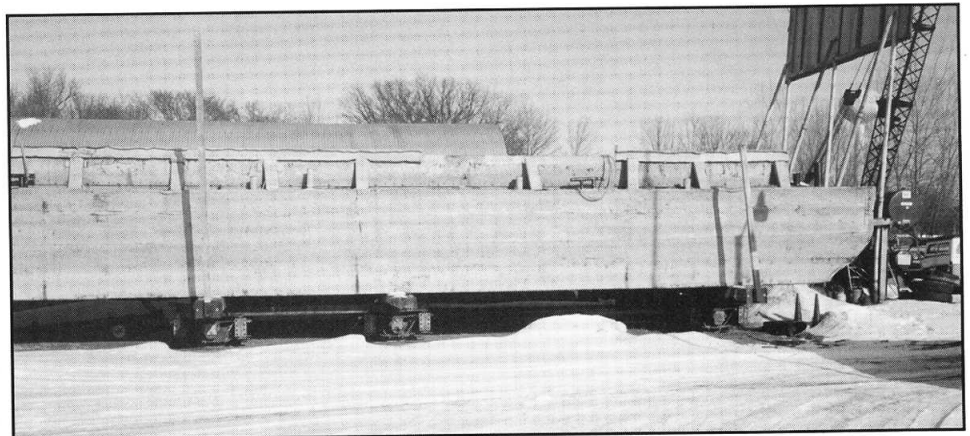
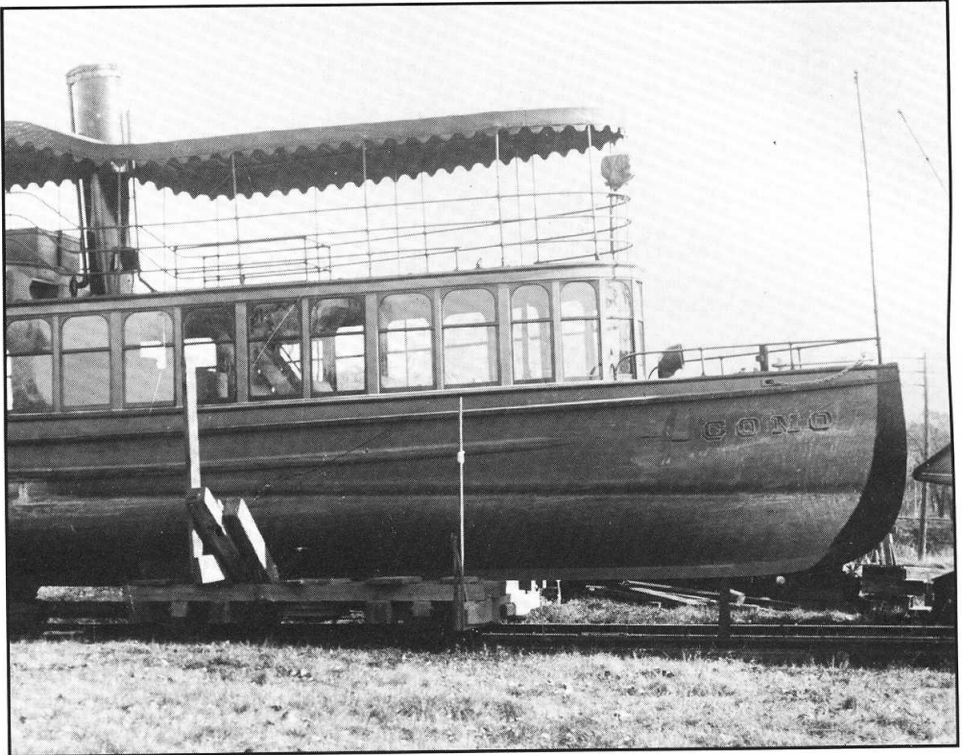
During the last few years I've visited some other rail museums and tourist railroads and learned a lot from the experience. Their efforts range from superb to awful, their funding from ample to minimal, their staffs from professional to quite amateurish. I'd like to cite a couple of examples, both positive and negative.

First a word about my biases. In previous columns I've gone on at some length against the "hobby club" or "playing with trains" mentality. We are stewards of history and that should push us to be as professional as possible, and to do everything we can to educate the public. An ideal museum should have both operating and static displays, with lots of interpretive material. Housekeeping should be good, with the unrestored hulks and miscellaneous piles of material hidden away. Whoever deals with the public should be friendly, knowledgeable and normal.

Let's start at the top, with the privately owned Strasburg Rail Road and its publicly funded neighbor across the street, the Railroad Museum of Pennsylvania. Together they do it all. If this were a perfect world, every operation would look as good.

In 1959 Strasburg started with a bankrupt shortline, a small Plymouth gas engine and little else. Now they have four operating steamers, the biggest standard gauge wooden car fleet in the country, a complete shop facility with a capable staff, a depot and an excellent store. They carry over 400,000 passengers a year, tops in the nation. Although it is a for-profit company, the Strasburg has been in the forefront of the national railway preservation movement. They have preserved and restored antique freight and non-revenue equipment, along with a Victorian Pennsy signal tower. Their handful of "fictional" passenger cars created from old wood work equipment is forgivable when put up against the pristine restorations of their other cars.

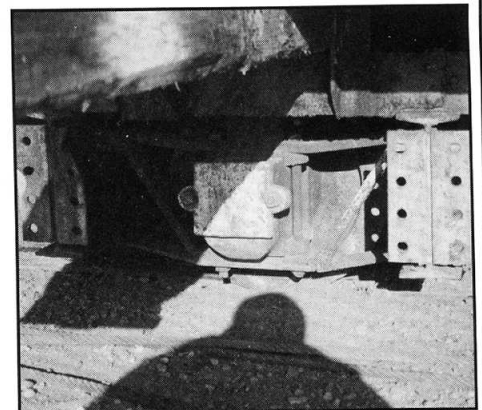
I rode a trip. The train crews were properly dressed and very professional. The trains ran on time and the engine runarounds were handled crisply. This is a necessity, since two



Every winter the express boats were rolled out of the lake and stored on rail-mounted dollies. Witness the Como (top). Bill Warrick collection. Remarkably, a set of the old dollies survives today, doing the job for which they were built in 1906. They are at the Minnetonka Portable Dredge yard on Co. Rd. 19, a block west of the boat building. A dredging barge sits on one complete dolly, which has been permanently connected to half of another dolly. They look different from the old pictures because the timbering atop the wheelsets has been changed.

Below- Detail of an archbar truck. Aaron Isaacs photos.

trains share the line at once, each making an hourly nine-mile round trip. The car interiors were spotless. The station area is all asphalt paved, a compromise forced by the massive crowds. There are other concession buildings around the depot and they are touristy but tasteful. On the other hand, the shop buildings just east of the depot are very much those of a working railroad. The doorways are roped off, but the public can wander around and look into the buildings.



The track is in very good shape. This is good, because the line was built in the 1830's and is primitively engineered, with a couple of sharp curves and an undulating profile. It is the railroad equivalent of a country lane. The Lancaster County countryside is gorgeous, a necessary ingredient for any tourist railroad.

Like any good critic, I need to fault something, and that would be the on-train narration. The cars have a good PA system, but the cutesy, jokey travelogue never let up during the trip. It seemed like they were afraid the passengers would get bored if simply left to listen to the stack talk and the wheel clicks while soaking in the scenery.

Across the road is the Railroad Museum of Pennsylvania. Its modern building and grounds house a large static display of rolling stock and some fine interpretive exhibits. The California State Railway Museum and the Smithsonian (on a smaller scale) are its only peers.

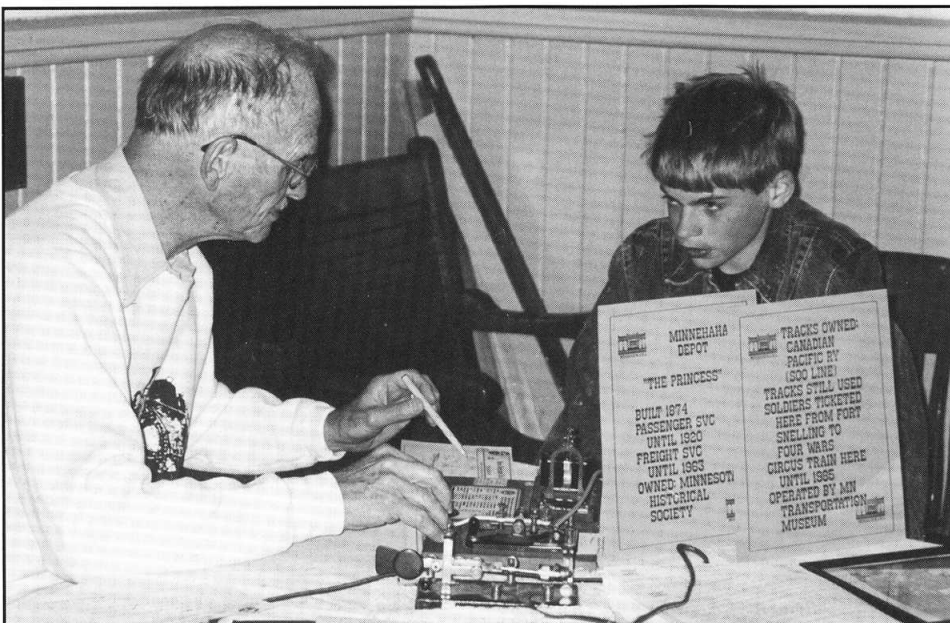


Much of the equipment was formerly the Pennsylvania Railroad's private collection. There are many impressive pieces and they are thoughtfully displayed. The tracks are

widely spaced. This is especially important inside the building, avoiding the claustrophobic effect where nothing above the belt rail can be seen and little light reaches below



A restoration project in waiting. In the mid-70's the Editor spotted this 1939 Yellow coach in Minnetonka, and convinced MTC to buy it for the historic fleet. It was owned by a construction worker who had outfitted it as a camper and lived in it wherever he was working. Built for Chicago, it is a similar model to those owned by Twin City Motor Bus. It has its original engine. The hoped for restoration never happened and now it sits outside MTC's South Garage, next to AM General #2488, also a history fleet candidate. Can someone help? If you are automotively inclined and want a shot at this, call Aaron Isaacs or John Diers. Top: Aaron Isaacs photo. Bottom: MTM collection



Bill Marshall demonstrates the telegraph to a young visitor at the Minnehaha Depot open house. Louis Hoffman photo.

the belt rail. Even better, a footbridge spans the tracks, giving a welcome perspective from above.

Some display cases tell the general story of Pennsylvania railroading, while others contain many artifacts that are well explained. There is a theater that runs movies, slides and tapes, plus a museum store.

Strasburg offers as good an immersion into rail history as one could want.

Without dwelling too long on it, here is a negative example, a Midwestern tourist pike that shall remain nameless but really does exist. It owns several miles of track that are in bad condition. One end of the line is interesting, with a large truss bridge over a river and canal. However, reaching it requires a long boring ride through some farm fields. The string of steel cars (including several of the omnipresent Lackawanna MU's) is painted in a nonprototypical color scheme. They are pulled by the world's most asthmatic Alco switcher, which shuddered violently and loudly as it idled. Trips run from both ends of the line. There is a station on one end, and it is fine. On the other end, however, there is a tiny shack but no platform. Passengers brave enough to buy a ticket must dodge piles of junk to reach the train.

I'm sure that some dedicated volunteers work very hard to keep this line going. My comments are not

meant to be hurtful, but my reaction was that a group of railfans was at play, and that this operation would not long endure. If the general public feels the same way, it won't.

So what do you do if there is no state subsidy, and if you aren't in the middle of a prime tourist area a day's drive from 50 million people? Even without such advantages, there is much we can learn from and adopt. For many potential visitors, equipment and facilities that are dirty, messy or in poor repair are a big turnoff. MTM's passenger cars are a

little tired looking, but it is a problem that can be fixed. Customers want truth in advertising. At the very least that means running on time. It costs nothing to keep the schedule, but it can cost a great deal when we run late, as happened at Osceola on June 12th. Nothing disappoints customers more than rude or inattentive staff, but courtesy and helpfulness can be provided at no cost.

I encourage all MTM members to visit other museums and tourist lines. View them with a critical eye, learn what they do right and wrong, and bring those lessons home.

BOARD OF DIRECTORS

April 1993

- Reviewed 1993 draft budgets.
- Approved the operating agreement with the Osceola & St. Croix Valley Ry.

May 1993

- Split the General Fund into the new Museum Services Fund and Board of Directors Fund.
- Approved the budgets for Traction, Railroad, Steamboat, Museum Services and Board of Directors.
- Approved the agreement with the Osceola Historical Society for use of the Osceola depot.

June 1993

No action items at this meeting.



It's May 8th, one week before the first revenue passengers will be carried. #78 is out to be cleaned and the track crew is heading down the line for a morning's work. Louis Hoffman photo.

TRACTION REPORT

-Louis Hoffman

Linden Hills operation a success

The 4th annual special operation for the Linden Hills Fair was a success. A total of 1146 streetcar passengers were carried over the cool but sunny weekend, 477 on Saturday and 669 on Sunday. Bus ridership wasn't tallied. **Karl Jones** staffed the museum's display booth on Sunday at Linden Hills Park, assisted by **Loren Martin** and **Hilmar Wagner**.

Thanks to **Al Jensen** for overseeing the intermodal operations, and to **Fred Beamish** and **Joel Gensler** for coordinating bus operations. Thanks also to the Linden Hills Neighborhood Council and the Linden Hills Business Association for again helping cover the cost of bus insurance.

Finally, thanks to the maintenance staff at MTC's Nicollet Garage for having #630 and #1399 ready to go. #1399 needed a new voltage regulator, which aren't available at your local auto parts store. MTC Maintenance

Manager **Dick Malik** drove up to Lorenz Bus Company in Blaine to get one. Lorenz purchased several of the ex-TCRT GMC model 5105's and operated them on the North Suburban Lines route from St. Paul to Circle Pines into the 1980's.

The revenge of Mother Nature.

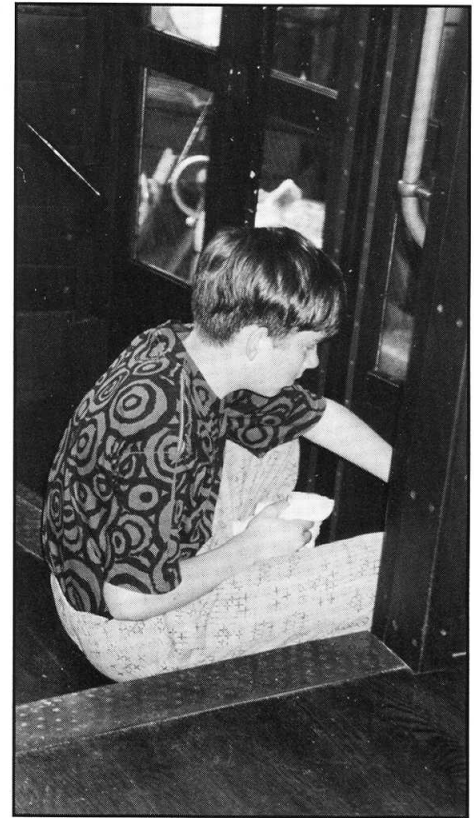
The 1993 season got off to an inauspicious start due to cool and rainy weather. Numerous days were rained out and others were shortened considerably. Memorial Day was the exception, accounting for 831 of the 2795 May passengers.

Publicity parade

CHSL was featured in the May 12th South Minneapolis Sun-Current, including a photo of #78. The June Longfellow/Nokomis Messenger ran an article on summertime family events featuring another photo of #78.

In the shop

Much of our activities have been geared toward PCC #322, even in the



Ben Exley cleans the front doors of car #265. Louis Hoffman photo.



A light shines in the ticket office of the Minnehaha Depot during the open house. Louis Hoffman photo.

Linden Hills shops, where small parts are being repaired on a continuing basis. But the day to day work of maintaining the operating fleet continues.

All three cars were made ready for the operating season. In addition, #1300 received a much needed facelift. The ceiling, floors and steps were painted by **Karl Jones, Fred Beamish, Dewey Hassig and Loren Martin**. Loren has arranged for repair and replacement of tattered window curtains. **John Prestholdt** and **Karl Jones** have been repairing the heaters (it can be cold in October). Together with last year's seat repair and painting, and the 1991 exterior renewal, #1300 looks much younger than her 85 years. #78's original floor paint hasn't worn well and needed a new coat after only two years of service. **Karl Jones** recently completed the repainting. Come and see it on Mondays, Tuesdays and Wednesdays when #78 is the regular car.

Pins available

The new Como-Harriet pins are now available at the Linden Hills depot. The 7/8 inch circular pin features a four-color design based on the popular photo of #1300 passing under the William Berry Road bridge. They sell for \$3.50 and are going fast, so get yours now.

Great Train Store is now CHSL outlet

Como-Harriet souvenirs are now on sale at the Great Train Store at Mall of America. The three individual postcards (not the five-packs), T-shirts and the new pins are available. In addition, there will be a rack with museum brochures. Thanks to store manager **Randy Seifert** for helping make this possible. CHSL brochures can also be picked up at Entertrainment, the model railroad display at Mall of America. Thanks to **Walt Strobel** and **Elliot Feinberg** for making this possible.

Minnehaha Depot open house

The Minnehaha Depot was warm and inviting for its annual open house on the cool and rainy evening of May 24th. Despite the weather, several dozen people gathered around the pot

bellied stove for snacks and telegraphy demonstrations. Thanks to **Corbin Kidder** for organizing the event, cleaning up the depot, and providing refreshments. Thanks to **Bill Marshall** and **Larry Beyer** for demonstrating the telegraph. It's always a hit with the kids.

The Depot is open every Sunday through September 12th, and on the Independence Day Holiday (July 5th) and Labor Day. Hours are 12:30 to 4:30 PM. Admission is free.

As always, volunteers are needed to staff the Depot. If you can help, call **Corbin Kidder** at 227-5171.

Memorials received

The museum has received donations in memory of the late **Theo R. Spannaus**. Mr. Spannaus was not a member but frequently enjoyed riding with us. Donations were made by **Mr. and Mrs. James Kessler, Mr. and Mrs. Sam Gruttadaurio, Mr. and Mrs. Warren Erickson, Mr. and Mrs. Kenneth C. Campbell, Jerry and Marla Alstead, Lillian Peterman, Mary Agnes Nibbe, and Martha Ball**. The Traction Division is grateful to his friends for remembering him in this way.

PCC Update

-George Isaacs

We are still taking the PCC apart. The motors have been removed from the trucks and the brake shoe assemblies removed from the motor bearing plate. After all of the flexible ventilating ducts and the brake drums are removed, the motors will be ready to send out for reconditioning. New nameplates show that two of the motors were rebuilt in 1977. Redoing the motors is a costly proposition running into four figures, so pony up, you PCC enthusiasts.

It does not take a close inspection to determine that the car was hit from both front and rear. The anticlimbers are bent and braced from behind in a makeshift fashion.

Needle scaling of the underframe continues now that the plywood flooring has been removed. The floor is deteriorated and will be replaced with all new plywood.

The project has attracted four new workers. They are **John Allison, Jim Steinworth, Gary Stigen** (an MTC bus mechanic) and **Terry Warner**. Welcome aboard.

I am pleased to announce that **John DeWitt, Joel Gensler and Gary Gustafson** are now foremen on the project. They will help ease the time commitment of your project manager.

Spring trackwork

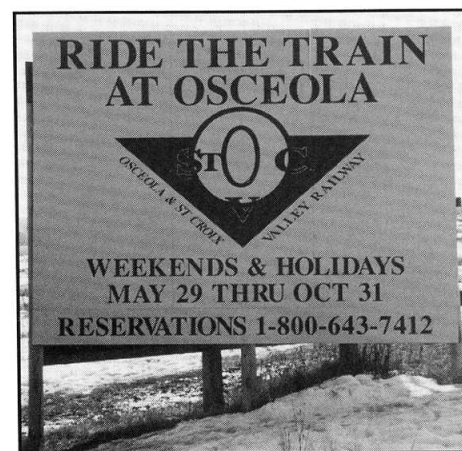
-George Isaacs

As this is written, we have replaced 27 bad ties, rebuilt one of the cribs around a tree, and shipped off 40 scrap ties for hazardous waste disposal. The one wavy rail was not replaced as planned.

We have dug out 250 feet of dirt ballasted track. The dirt has been replaced by limestone ballast and 750 feet of track in the archery range area has been raised and realigned. The ballasting and realigning was done commercially.

On July 12th, #1300 spread the rails just north of the small trestle. The derailment was minor and caused no damage to the car, which was rerailed without difficulty. Mar-John Track Maintenance, which had just completed the work described above, was called in to change some bad ties and install gauge bars. It should be noted that this was not in the area they had just finished.

We want to welcome eight new workers to the 1993 track gang. They are **Alan Anderson, Kenneth Beck, John Cochrane, John Dillery, Ben Exley, Scott Heiderich, Dwight Larson and Clyde Stephens**. Your strong back are a welcome addition to the aging crew.



Bob Clark erected this permanent sign on his property next to Hwy. 35 north of Dresser. John Diers photo.

RAILROAD REPORT

First full season begins

It has been a mixed spring for the Osceola & St. Croix Valley. On the plus side, the railroad has been incorporated and its board organized. The Osceola Historical Society has taken title to the depot. The operating agreement between MTM and the O&StCV has been signed, along with the lease between MTM and the OHS for use of the depot. Charter and group sales have been brisk.

The bad news mostly has to do with equipment, specifically diesel #105. It received a new traction motor at the BN Northtown shop in May, just before being shipped to Osceola. After a year of fighting various electrical bugs, all hoped that the problems were behind us. Not so. Someone—we're not sure who—let the battery discharge on the trip from Northtown to New Brighton. There it had to be jump started for the run to Osceola. There was a flashover that affected other electrical components and it soon became clear that #105 was not running properly. The engine limped along until Monday May 31st, when it died at the Cedar Bend drawbridge on the first trip of the day. The rest of the day was canceled.

Just as at Stillwater, LST&T #102 is intended to be the backup diesel. **Mike Schmitz** is overseeing its repairs. The primary task is to install new cylinder liners to solve the fluid leaks that have plagued it. Hopefully it will be in service sometime in August.

With #105 down, and a Thursday charter scheduled in three days, **John Diers** contacted the Wisconsin Central for an engine as well as replacement parts for #105. A GP40 was sent up and powered the charter, coincidentally delivering some freight cars in the morning and picking them back up after the passenger runs were complete. It left and another WC engine was delivered to cover the weekend. Many thanks to the WC's Superintendent of Transportation **Al Amundson**, and Maintenance Superintendent **Jim Fisk**. Their efforts were particularly generous, considering that the WC has been experiencing its own motive power shortage lately.

Even with the breathing room provided by the leased engine, restoring #105 to service was a



The Board of Directors of the O&StCV following their first meeting at the James J. Hill mansion in St. Paul. L to R are Sam Morgan, John Diers, Bob Clark, Vickie Jensen, Tom Warth, Ward Moberg and Superintendent Robert Butcher of the Wisconsin Central (not a board member). Nick Modders not pictured. Marcia Diers photo.

cliffhanger. It turned out that there were two defective parts. The load regulator was rusty inside and tended to get stuck, allowing excessive voltage to circulate. This in turn damaged the relay that governs the transition of the traction motors from series to series parallel. The change-over happens at about 6 mph, reducing engine rpm, saving fuel and increasing speed. A load regulator was purchased from the WC in Stevens Point. **Marcia Diers** picked it up there and delivered it to Osceola. The relay was delivered and both parts were installed on June 15th by **Shorty Manly, Larry Schulte** and **Mort Jorgensen**. As of June 24th, #105 was running smoothly again.

O&StCV Board holds first meeting

The newly created Board of Directors of the Osceola & St. Croix Valley held its first meeting in May. The location was appropriate, the former mansion of James J. Hill on Summit Avenue in St. Paul. The Board includes two MTM representatives, two Osceola Historical Society representatives and three community representatives. The officers are Chair **John Diers**, Vice Chair **Ward Moberg** (Pres. OHS) and Secretary-Treasurer **Vickie Jensen** (OHS). The other Board members are **Sam Morgan, Tom Warth, Bob Clark** and **Nick Modders**. **Robert Butcher**, Wisconsin Central Division Superintendent, also attended. The Board adopted a set of bylaws. It

will meet twice a year. An Executive Committee of Diers, Clark and Jensen will meet as needed.

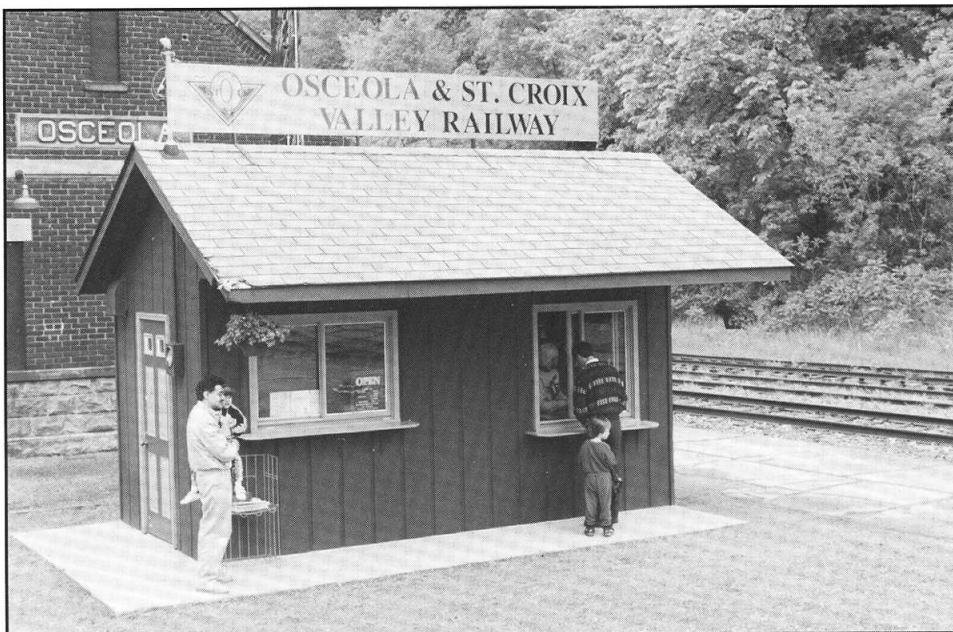
John Diers has organized an auxiliary group known as the Friends of the Railway. Its purpose is to create support for the railway within the communities and constituencies not otherwise represented on the railway's Board. At present it is in the formative stage. There was a first meeting in May, attended by 20-25 people, including various state and local officials from Minnesota and Wisconsin. It will meet again in the fall.

As part of the ongoing campaign to create support for the railway, **Marcia Diers** made a presentation at the St. Croix Valley Association meeting in Prescott, WI. in May. U.S. Sen. **Gaylord Nelson** was in attendance and expressed support for our efforts.

Ridership looking good

Despite a strong fall season last year, there has been much concern that Osceola wouldn't match Stillwater for ridership. So far, however, the numbers have resembled 1991, the last year at Stillwater, which was also quite rainy. Unlike Stillwater, the charter business at Osceola has been very strong, accounting for a large share of the business.

Thanks to the hard work of **Bonnie Sawyer** of the Dalles House, who books the charters and groups, there are special chartered trains scheduled



The new ticket booth at Osceola with Jan Edstrom on duty.

almost every Thursday for the rest of the season, plus a couple on other days. Charter, tour and group bookings totaled 883 in June, and there are reservations for 1435 in July, 447 in August, 1307 in September and 958 in October. 95 groups have been booked so far. Mind you, this is written in early July, so those numbers will probably rise.

Bonnie drummed up much of the business by cold calling bus tour operators, and they are now some of our best customers. The reservation list includes the following:

Operator	Tours booked
Medicine Lake Tours, Mpls.	8
Heartland Tours, Rochester	6
Ram Tour & Travel, Marshall	4
AAA of MN, St. Cloud	2
TLC Tours, Twin Cities	2
First Line Tours, Twin Cities	2
Tourco, Twin Cities	1
Scenic Tour, Hibbing	1
White Bear Lake Travel	1
Sunshine Travel, Menomonie	1
Cloud Travel, St. Cloud	1
Valley Tours, Stillwater	1
Continental Tours, Twin Cities	1
Olivia Travel, Olivia, MN	1
Twin City Travel	1

After the tour operators, senior citizen groups, school groups and churches are the most common customers. Others include a class reunion, the Classic Car Club of America, the Winona Railway Club

and the St. Croix River Association. The Thursday July 22nd charter carried seven different groups on the same train. The July 1st trip was special, because it was the first run to the end of the line at Amery.

Chartering has become such a large deal that the scheduling of crews has been split off. **Marv Mahre** is doing the calling.

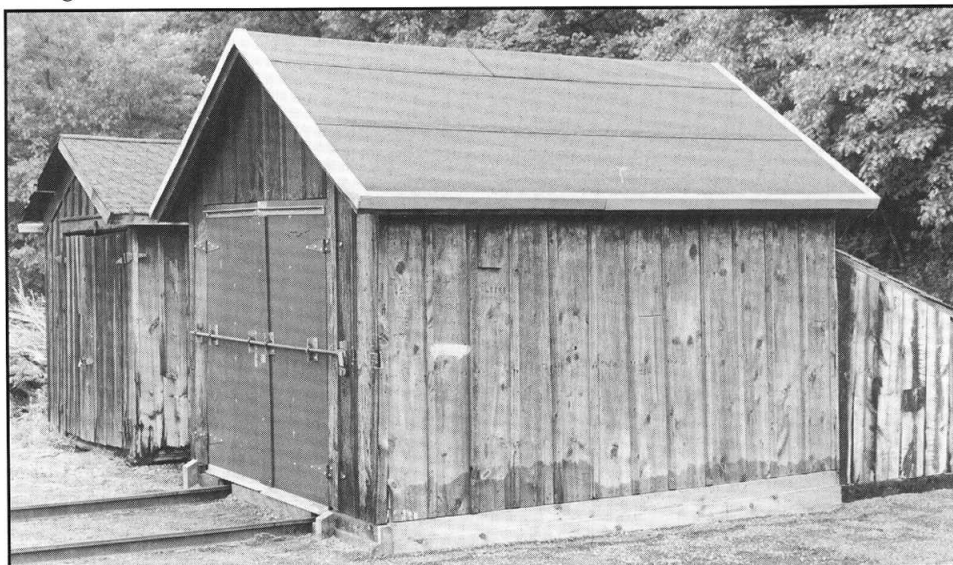
New ticket booth

Thanks to the efforts of **Bob Clark**, the O&StCV has a new, much nicer ticket booth to serve while the depot is being rehabbed. The booth was donated

by the City of St. Croix Falls. It formerly sat just east of the Hwy. 8 interstate bridge in St. Croix Falls and distributed tourist info to out of state visitors. The state is building a new tourism center nearby, and the old booth was surplus. Clark paid for a concrete slab next to the depot, the move to Osceola and the utility hookups. Volunteers repainted the structure. It seems luxurious compared to the MTM ticket wagon, and it doesn't wobble.



Hobo graffiti from 1914 on the wall of the speeder shed. It says "Clyde. E. Soo Mich. Sept. 14/14".



The purchase of the depot included these two speeder sheds. Bob Clark has put a new roof and doors and replaced some wood on the larger of the two. It now houses Clark's ex-Soo Line motor car, which is used to inspect the line along the bluffs each day. All Aaron Isaacs photos.

OHS now owns depot

In March, after a number of legal hitches, the Osceola Historical Society completed its purchase of the Osceola depot and grounds. Included is all the yard trackage, but not the main track. The Wisconsin Central retains the right to use the yard tracks. In fact the house track the runs behind the depot has been receiving loaded hoppers of fertilizer.

Phase I of the restoration, the recording and assessment of the building's condition, is complete according to **Mark Balay**. **Steve Stocker** has agreed to be the project manager, coordinating the work of all volunteers and contractors. A couple of cleanup days were held in May to remove miscellaneous debris from the building. Participating were **Dan Lofgren**, **Millie Addy** and **Ward Moberg**. Protective wire screens on the insides of the windows were removed. It was a tedious job, requiring much care to avoid damage to the molding and woodwork. **Steve Stocker** and **John and Marcia Diers** helped repaint the depot's doors, a temporary measure to make the place look better to our visitors.

Osceola agreements inked

At its May meeting, the MTM Board approved two important agreements. The first is the operating agreement between MTM and the separately incorporated Osceola & St. Croix Valley Ry. It calls for MTM to provide all train service, including rolling stock, operating crews, equipment maintenance, ticket sales, money handling and accounting. The railroad will provide all marketing, concession sales and will be responsible for all grant applications.

MTM will receive 90.5% of all revenues from ticket sales. 9.5% will go to the railroad. Basically, this amount is equivalent to the marketing and administrative costs anticipated by the railroad.

As with all O&StCV contracts, this one was subject to approval by the Boards of MTM and OHS.

The second agreement is with the OHS. It permits MTM to use the depot and depot grounds. The annual rent is \$1000, plus the operation at cost of the 4th of July special train, with the proceeds going to the depot restoration.



Jim Weist and Tony Becker with the newly installed mail crane. Bill Marshall photo.
Mail crane installed

In June **Jim Weist**, **Bill Marshall**, **Tony Becker** and **John Schillberg** removed the mail crane from its old location at Oak Glen in Stillwater and installed it at the east end of the depot platform in Osceola. Mail catches will be a featured part of O&StCV operations from now on.

ISTEA grant application filed

The OHS applied for \$200,000 in federal ISTEA funding to rebuild the depot. OHS will provide the required \$50,000 local match. A decision from the state is expected in August. Until then, any major work has been put on hold.

New printed materials

Three new printed items have been produced or are on the way. **John Stein** has revised the MTM employee timetable. **Noel Petit** has created an excellent pocket sized car attendant manual, full of crew instructions plus descriptions of attractions along the line. By Labor Day, **Aaron Isaacs** will complete the Osceola souvenir booklet. Based largely on material from the Winter 1993 Minnegazette, it has been rewritten for the layman and contains some new features and photos. It will sell for \$5.00.

Passenger cars

-Richard Fish

We had a lot of new helpers at Jackson Street this spring. Our sign-in book contained the following new workers: **Barry Moore, Tim Lutz, Scott McGrath, Erick Brom, John Oliver, Peter Moskop, Tom Jensen, Joe Fishbein and Tom Casey**. In addition, we had help from veteran members who are not part of the weekly crew, including **Blair Dollery, Gary Ostrand, Mark Braun, Todd Rust, Greg Koon, Fred Soop and John Stein**. The extra help was greatly appreciated and made it possible to deliver the rolling stock to Osceola on time.

Many improvements were made to Rock Island car #2608. The lights were put back in service and the globes

reinstalled. The vestibule platforms were replaced and a diaphragm installed on one end, permitting safer movement between cars.

#2608 was a real group effort. **Marcia Diers** spent a lot of time painting with help from **Dan Fortin, Vickie Jensen** and **John Swager**. **Carol Fish** spent a day cleaning the interior and repairing seats with help from **Fred Soop** and some of our new members. **Dave Redding** and **Paul Dalleska** rebuilt the vestibules with welding by **Mike Hanson**. Metal fabrication was done by **Ed Lee**. **Steve Collin** assembled the diaphragms with help from **Richard Kasseth, Mark Braun** and **Harold Ellingson**. **Richard Kasseth** was instrumental in getting the lights working, helped by **Burt Foster** and **Art Nettis**. **Vickie Jensen** cleaned and installed the globes, which were filthy. If you haven't seen the car in awhile, come to Osceola and have a look.

During some portion of its move from Jackson Street to Osceola, NP triple combine #1102 got a set of flat wheels when it was pulled with the hand brake on. This was not discovered until it reached Osceola. It was shipped to the BN at Northtown, where it was fixed immediately, and returned to Osceola for the weekend of June 12th.

The boards that prevented passengers from falling out the baggage doors have been replaced with swinging metal gates which can be opened to load wheelchairs with the MTM wheel-chair lift. Thanks to **Ed**

Lee who made them and **Bob Olson** who installed them. #1102 still needs some door and window work, so if you have good woodworking skills, please give me a call.

The electrical power for our train is supplied by a diesel generator located under Empire Builder coach #1213. We had a great deal of difficulty with this unit both last fall and this June. Many of us have spent a great deal of time and effort getting it ready for the season and keeping it running. Thanks **Paul, Harold, Noel, Tom, Slim, Mike, Tuby, John** and several new members for your help and support.

Great Northern business car #A-11 is still sitting at Jackson Street awaiting rebuilt brake parts. The plan was to move it to Osceola to finish upgrading the interior. **Wes Barris** and his crew have rebuilt some of the windows. Be patient, Osceola, the car will get there.

We are in the middle of rebuilding Rock Island car #2604. To date the windows have been removed, the lexan glazing replaced with glass, and the brake rigging removed. Still to do: replace the trucks, install the new windows and seats, replace the brake rigging, sandblast and paint the exterior and install diaphragms. Our goal is to finish by mid-August. If you have some time, we need your help.

In addition to all the fun work, there is the general maintenance needed to keep the cars running. This includes greasing wheel bearings, servicing the air conditioner units, doing scheduled brake service and fixing what gets broke during operations. This work usually gets done on Fridays, and sometimes by the Thursday charter crew. **Bill and Bruce Pfannes** have been servicing our a/c units. The Friday crew has included **Ken Beck, Harold Ellingson, Steve Collin, Mike Hanson, Paul Dalleska, Dave Redding, Paul Spyhalski, Ward Gilkerson, Mike Alfeby** and me. **Steve Stocker** has been following up on the loose ends. If you are lucky enough to have Fridays free, we can put your time to good use.

Major projects still planned for this year include: starting on Missabe coach #30 and the Milwaukee Road combine, getting the 150-ton crane running, and some painting projects at Jackson Street. Please join us. We would enjoy your company. **Dave Craig**, everyone misses you!



The first train of the day drifts down to the depot to load. Note that #1102 and Barry Karlberg's Soo Line caboose have been spotted on the house track to serve as walk-through displays. Aaron Isaacs photo.



THE 4TH OF JULY SPECIAL

-Aaron Isaacs

It was magic of a sort. It felt like the movie *Field of Dreams*—like a scene from a Norman Rockwell painting. It was perfect.

There is no fireworks display in Osceola. Folks get in their cars and drive in different directions until they find one. But this year is different. At 7 PM on Sunday July 4th, 289 people, mostly families, pile onto the train at the Osceola depot for the 20 mile trip to Amery.

Every seat is full. The rains that ruined so many weekends this summer choose to go elsewhere. The sky is clear blue.

There is a different mood on the train, maybe because the passengers are from Osceola and know one another, and maybe because this isn't just another there-and-back excursion. No, this is a real train trip. It has a purpose and a destination. And like our forefathers, we are traveling in a group, not sealed in individual metal capsules.

At 7:03 we whistle off, and roll through the countryside at 25 or 30 miles per hour. Slow and boring? No, not at all. Something happens to your sense of speed when the vehicle is an open windowed day coach. The sway and groan of the cars, the wheels clanking across the rail joints, the breeze and the whistles at grade crossings change everything. 25 miles an hour feels just right. Going faster seems quite unnecessary.

It is my first time over the line east of Dresser. It's a pretty ride, in and out of the woods, dodging blue lakes and marshes. For most of the way there is no road running alongside. Getting away from automobiles is important if you want to invoke the past. As we ramble through the country by ourselves, there is no debate about the proper way to travel.

Once the main line to Sault Ste. Marie, the Amery line is now just a marginal branch that sees a handful of cars a week. The knowledgeable eye notices the good rail and super-elevated curves, but also the weeds and the deterioration of the track's line and surface. The feeling is bittersweet, wondering how many more years this trip will be possible.

Then we pass a family standing outside their farmhouse or at a grade crossing. They are smiling and waving and we wave back. Our train has appeared unexpectedly, yet without hesitating they react in the time honored way. No automobile or bus evokes such a response. Despite everything, the innocence and wonder are still there. People have not forgotten the romance of trains. I believe they don't want to forget.

The feeling on board is exuberant. People are moving about, roaming from car to car and standing in the dutch doors, or sitting on folding chairs by the baggage doors. The pairs of facing seats in the coaches are occupied by clusters of people talking, pointing out the window and holding children. The crew members are having a good time, chatting with the passengers and answering questions.

We round the curve into Amery, passing between North and South Twin Lakes, and stop at the old depot site downtown. The depot itself, a long wood structure, now sits on a new foundation west of town. Step boxes are lowered and alighting passengers cautioned to "watch your step". The trip has taken an hour, as scheduled.

The Amery High School band, swelled by musicians from the junior high, is waiting next to the tracks for our arrival. They launch into a short concert. Since it is only 8 PM, and the fireworks don't start until 9:45, everyone disperses. The Dairy Queen gets busy for a while.

By 9:00 the crowd starts to gather at the high school football field, two blocks south of the depot. By sunset

the place is full, maybe 2000-3000 people. The captain of the volunteer fire department, which puts on the display, comes on the PA to welcome us and introduce all the firemen and their wives. He provides wry commentary during the show, announcing when the big boomers are coming and leading the cheering. It adds to the small town feel.

Someone on the Amery Fire Dept. is very into fireworks. They start with a sparkler display that spells out "Welcome to Amery". Then come roman candles, pinwheel sparklers and rockets of every kind, full of unexpected shapes and extra surprise bursts. We are close to the launchers, and they seem to explode right above us. The crowd gets involved, applauding and oohing when an impressive one goes off. This keeps up for 45 minutes and end with another set of sparklers that reads "C U NEXT YEAR".

The happy throng returns to the tracks as the train is just backing down to meet us. The crew had taken it over by the lake to get a better view of the fireworks. Now experienced riders, everyone spreads out efficiently and settles in for the trip back. We leave a few minutes after 11:00.

In the three streamlined cars, the coach attendants turn the lights down low. Soon dozens of children are sleeping next to their parents, who talk quietly among themselves. Couples stand arm in arm in the vestibules and gaze out the dutch doors. Outside, a full moon covers the land with a soft blue light and fireflies flicker next to the tracks. Leaning out, with the wheels clattering and the cool air rushing by, I can watch the engine's headlight parting the darkness. The train moves through the night like the Atlantic Limited of old.

At Osceola parents carry sleeping children down the steps, say goodbye to the crew and disappear into the night. I'm on the platform talking to **John Diers**. "You know", he says, "something very special happened tonight. We transported these people to another era, and that is no small thing. You can write books, you can open museums, but the best way is to make them live it, if only for a while." C U next year.

STEAMBOAT REPORT

Trolley exhibit being installed

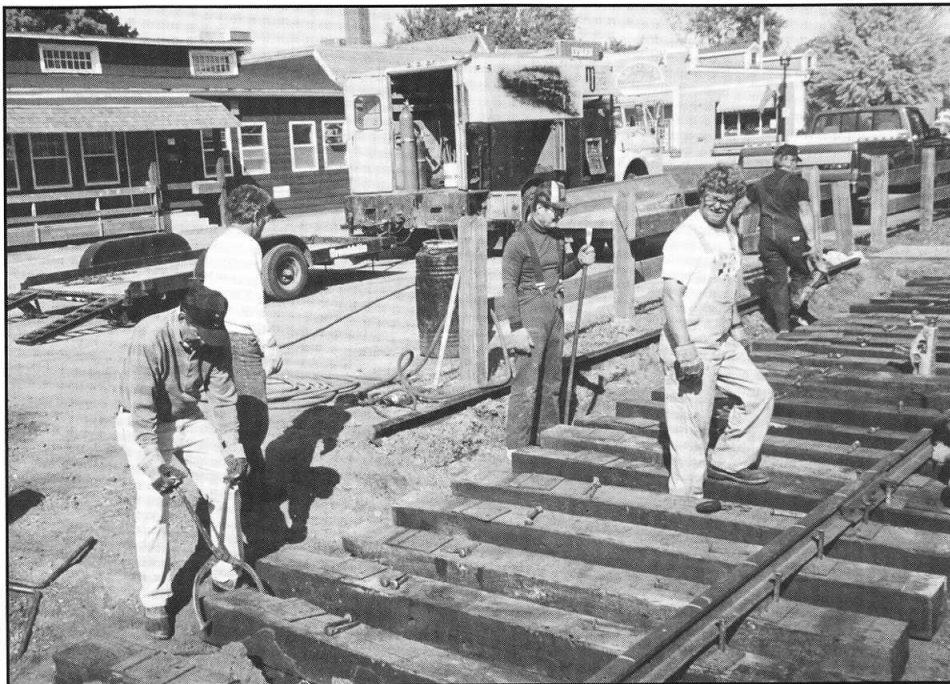
On June 6th the track was laid for the Excelsior trolley display. The short section sits on the former Minneapolis & St. Louis right of way in front of the Excelsior Historical Society museum, housed in the former depot. The track was laid by Mar-John Track Maintenance, a private company that donated its services. They also donated some of the rail, plus all the spikes, tie plates and angle bars. The rest of the rail came from the Como-Harriet stockpile. Mar-John owners **Bill Howery Sr.** and **Bill Howery Jr.** also delivered the materials, including picking up the CHSL rail. Our thanks to them. 1400 ties were donated by **Paul Webster** of Webster Industries. **Merton J. Bell III** of Bell Lumber & Pole in New Brighton has donated 26 overhead poles. Thanks to **Tom Lowe**, the ties and poles are being stored at Lyman Lumber in Excelsior.

Streetcar #1809 should be moved to the display site by mid-August. **Bob Dumas** and **Jim Williams** have been working steadily and have made excellent progress. Williams, a retired professional sign painter, is stripping and painting both the exterior and interior of the car.

Bob Dumas recently inspected TCRT car #1239, as a candidate for the operating car at Excelsior. It is currently stored inside at Jackson Street, where it was intended to be a static display. **Karl Jones** and other members had partially disassembled it several years ago. Dumas pronounced it to be in much better shape than either of the cars (#1496 and #1809) currently at his place. As a gate car, it is a more appropriate choice for Excelsior than a steel sided car with folding doors. **Art Pew** has consented to swapping #1239 for one of the two steelsides, and the cars should be moved this fall.

Fund raising and donations

A boat anchor has been donated by **Dean and Jenny Brown** of White Bear Lake. It is similar to those used on the streetcar boats, but somewhat larger. The mystery is what boat it belonged to. Brown and his father spotted it on the bottom of Leech

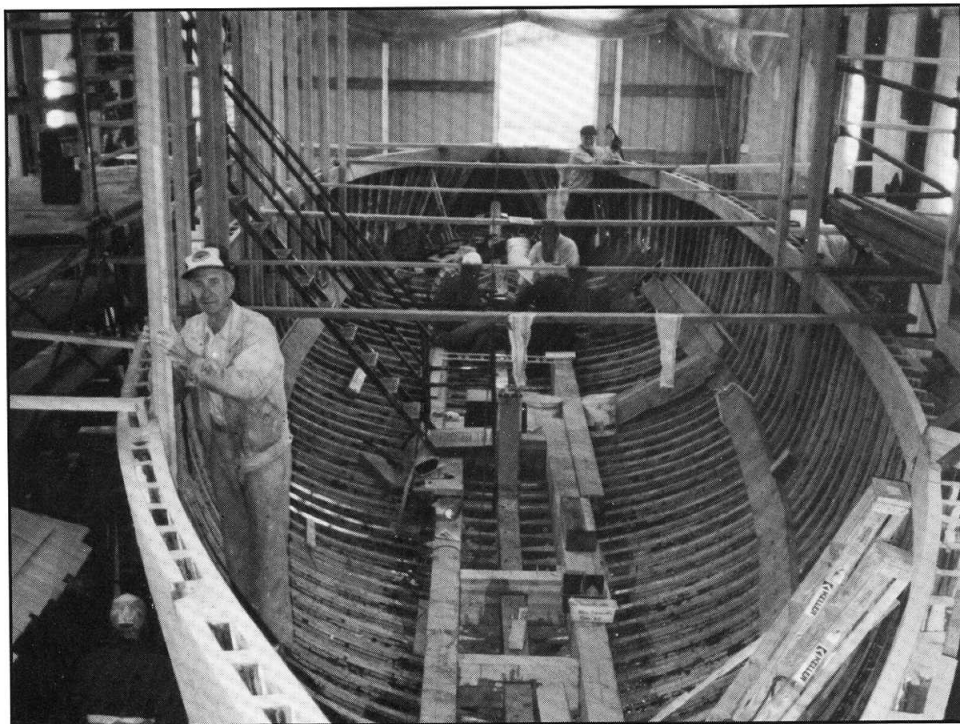


Laying the streetcar display track next to the Excelsior Historical Society. L to R are Jim Ogland, Jim Kelsey, Bob Torkelson, Bill Howery of Mar-John Track Maintenance, Inc. and Gary Prince. Leo Meloche photo.

Lake many years ago. Only a large steamer would carry such equipment. Can any readers provide information?

The second Lafayette club fundraiser was a great success. Around 300 people attended. Their tickets and the auction of numerous donated items

netted over \$18,000 after expenses. The fundraiser was helped along when it was given front-page coverage in the Wayzata Weekly News, along with **Kurt Carlson's** new painting "Wayzata Landing-The Railroad Connection".



Bob Dumas checks his work on the starboard superstructure uprights that will support the second deck and provide tracks for the pocket streetcar-type windows. The new engine and boiler stringers can be seen on each side of the keelson. Leo Meloche photo.

Restoration update

The boiler has been ordered and shipped on July 2nd. Installation of the engine and boiler is projected for sometime in September.

All the vinegar vat wood has been used up. Another two of the Speas vats have been purchased from a party who bought them at the same time we did.

Bob Dumas has made real progress fabricating and installing the vertical stanchions. They are the first part of the cabin to be rebuilt. The ten foot, 3X3 pieces of white oak are heavy and take two people to install.

Dumas was recently profiled in the Wayzata Weekly News, along with a photo showing him working on the cabin uprights.

Gifts from the Onan Foundation

For years the **Onan Family Foundation** has been one of the museum's most faithful sources of financial support. They have generally made annual grants to the Traction Division, and have extended their generosity to the Steamboat Division. **David Onan** is a resident of the Lake Minnetonka area. He likes boats and has taken an active role in the Minnehaha restoration. This year the foundation has donated \$10,000 to the project. In addition, it has bought the Steamboat Division an IBM Thinkpad laptop computer worth \$2500. It will be used for word processing, mailings, forms and flyers, a division newsletter and accounting spreadsheets. Our thanks to the foundation for its generosity.

Division Vice Chairman added

Overseeing the Steamboat Division's activities had turned into a full time job for **Leo Meloche**, so he got some help. The division's Board has created the position of Vice Chairman and appointed **Bob Torkelson** to fill it. Torkelson will take over as head of the boat restoration and other matters of a short term operational nature. This will free Meloche to concentrate on fund raising, public relations, planning for the future and other administrative duties.

Visit the depot in the boat building

Visit the what? The Minnegazette is late reporting it, but **Jim Ogland** has



The exterior of the "depot" display area in the corner of the boat building. Aaron Isaacs photo.

built a small "depot" in the northwest corner of the boat building. Its purpose is to house an interpretive display on the steamboats and the Minnehaha restoration. The display is quite well done and well worth a look. The boat building is open Saturdays during work sessions. Take Hwy. 7 to the Excelsior exit. Turn left on Water Street and right on George Street.

NOTES

This spring, MTM applied for federal ISTEAF funds for the proposed Excelsior trolley line and for improvements to Jackson Street Roundhouse. The Como-Harriet proposal described in the last issue has been delayed until the next round, after the Park Board has had a chance to review (and hopefully approve) a new car barn site.

Of the 177 funding proposals, 34 were selected, worth a total of \$10.5 million. The bad news is that neither MTM proposal was approved. The good news is that \$2.1 million was approved to reopen the Jim Hill Stone Arch Bridge to pedestrians and bicyclists. In fact, pedestrian/bicycle proposals accounted for 28 of the 34 projects. A number of these involved rail trails. Better luck next year.

Preparations continue for the Oral History Project. Superintendent **Mike E. Miller** arranged for a training session on June 30th at the Minnesota

History Center. Attending were **Ilo Howard, John Dillery, Ken Holley** and **Aaron Isaacs**.

Milwaukee Road 4-8-4 #261 is being reassembled and has been successfully hydro tested. Steamup is expected this fall. While there is no official word on the first excursions, they are rumored to be on the Wisconsin Central and the Soo Line to La Crosse.

Thanks to **Tim Anderson** for taking over the MTM sale table at local railroad flea markets. If you have any rail books, magazines, models or miscellanea that you wish to donate, give it to Tim and he'll convert it to cash for the museum.

In case you were wondering, MTM is in its best financial shape ever. This comes after a low point in 1991 caused by the loss of Stillwater revenue and a large sum spent on legal fees. As of May 31st, the end of the 1992 fiscal year, there was \$95,171 in cash on hand against \$15,150 in accounts payable. The cash breakdown was General Fund \$8409, Railroad Fund \$12,512, Traction Fund \$25,955, Jackson Street Fund (\$562), and Steamboat Fund \$48,897. All the funds are budgeted for upcoming projects, but at least we're comfortably in the black the operating season has barely begun.

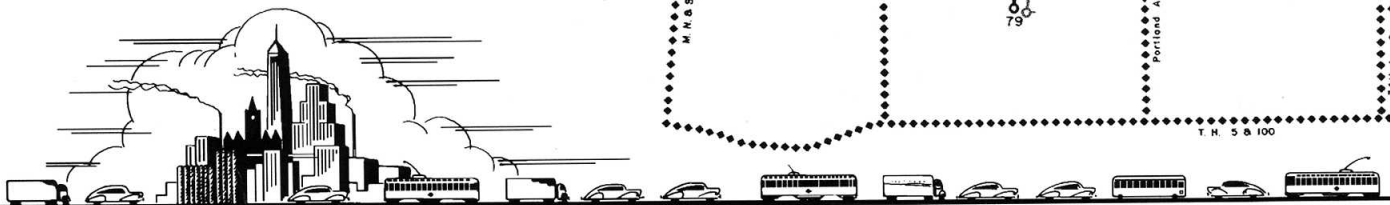
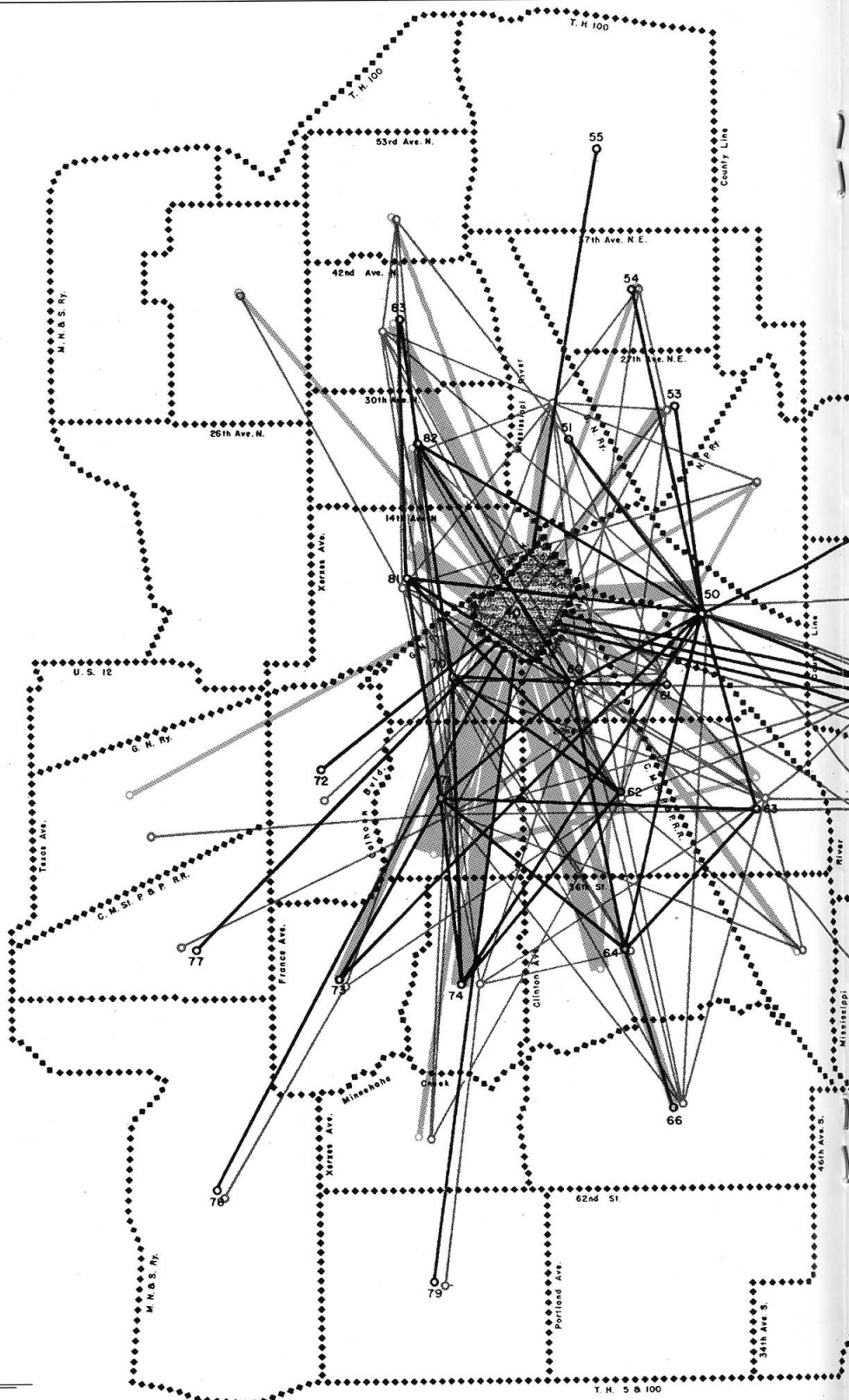
TRANSIT PR

-Aaron Isaacs

The Metropolitan Council publishes a report every ten years called the Travel Behavior Inventory (TBI). It uses a sampling technique to create a detailed picture of where people go within the metro area. The latest report doesn't give comfort to those who advocate public transit. The TBI paints a bleak picture of ever increasing auto ownership and use, spurred by suburban sprawl and everywhere-to-everywhere travel patterns. Transit's share of the travel pie is well under 5 percent.

It wasn't always this way. I recently discovered a 1950 equivalent of the TBI in the files of the St. Paul Public Works Department. Thanks to **Mike Klassen** of Public Works for loaning it to me. It was produced by the Minnesota Highway Department and the Cities of Minneapolis and St. Paul. Designed for public consumption, it is attractively laid out and includes several line drawings (see inside front cover and bottom of this page).

Using surveys and on-street counts, the report draws a very comprehensive picture of all vehicular trips within the metro area in 1949. It should be noted that the metro area was much smaller than it is today, consisting of the central cities and only the first ring of suburbs. There were no freeways and the average trip was shorter than it is today, so autos had less of a travel time advantage. Employment and retail were more concentrated, and the downtowns claimed a much higher percentage of the work and shopping trips. Then as now,



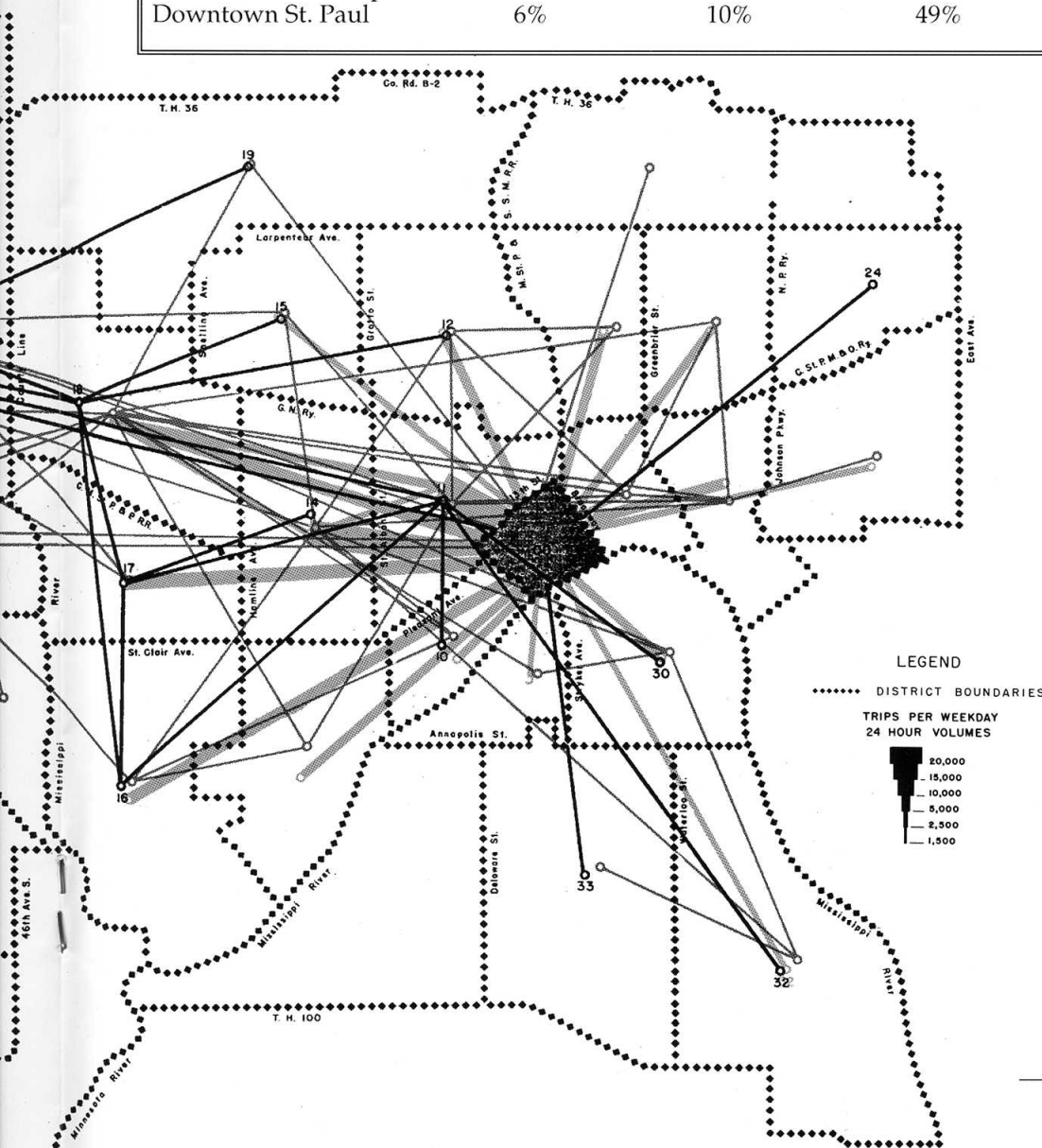
PROFILE 1949

Trip type	Auto trip breakdown	Transit trip breakdown	Transit's share
Work	41%	55%	43%
Business	9%	5%	24%
Social/recreational	19%	12%	27%
Shopping	12%	15%	41%
Serve passengers	16%	8%	21%
Other	4%	5%	40%
Destination			
Downtown Minneapolis	10%	19%	52%
Downtown St. Paul	6%	10%	49%

parking down-town was not free, meaning that a smaller percent of auto drivers could expect to find free parking than today. It should also be noted that carpooling was much more prevalent then. The average work trip auto occupancy in 1949 was 1.55, compared to 1.15 now. Transit's final advantage, one might argue, was the predominance of the streetcar. With few exceptions, buses were relegated to lightly patronized routes.

The payoff of this transit-friendly environment was that 36% of all trips within the metro area were made on the streetcar or the bus. Work trip penetration was 43%, and transit captured 52% of all trips to downtown Minneapolis, and 49% of all trips to downtown St. Paul. Even outside of downtown, the modal split was amazing by today's standards. Transit had 36% of the trips to the U of M /Dinkytown area and 35% of the trips to the Uptown area of south Minneapolis. More details are shown in the table.

This being a journal of history, the intent of this article is not to make proposals for the future, but to show how dramatically our society has changed (and why the past had much to recommend it). The travel patterns of 1949 are still with us, overshadowed of the -to-everywhere patterns of today. The old streetcar routes survive largely intact as bus routes. The neighbor-hoods they serve continue to rely on transit to an extent unthinkable in the suburbs, for reasons that probably have as much to do with the cultural of the central city as with anything else.



DULUTH STEAMER STARS IN MOVIE

-Bill Graham

The movie is titled *Iron Will*, a Disney production filmed in and around the Twin Ports of Duluth-Superior. It tells a true Minnesota story, filmed with Minnesota talent and museum trains, and it is expected to pack more railroad action than just about any modern Hollywood film. Expect it in theaters this winter. The volunteer train crews and staff of the Lake Superior Museum, which provided the trains, learned much about movie making during 50 days on the road in mid-winter with a live steam locomotive, working with constantly changing filming schedules.

The St. Paul Winter Carnival and the Great Northern Railway sponsored a dog sled race from Winnipeg to St. Paul in 1917. It keyed on the expected entry of the United States into World War I, and emphasized comradeship

with our Canadian allies. The GN provided a press train which paced the racers, an odd assortment of mushers and farmers all seeking the cash prize offered by the railroad. The movie's hero is a youth of 19, played by **Mackenzie Astin**, scion of a Hollywood acting family. The producer took pains to make the movie historically believable, and those who have seen it say it will be a beautiful film.

The producer, **Patrick Palmer**, needed a steam locomotive and an assortment of 1910-vintage passenger and freight cars. He needed a northern setting with lots of snow, several different kinds of natural scenery, and cooperative railroaders. He had only a loose idea of how long the actual filming would take, and he never could provide the museum with a definitive work plan. Thus, we had little way to anticipate crew and maintenance scheduling, or to accurately estimate the cost of providing the service. Filming plans changed day to day and hour to hour, so the train crews had to "hang loose" and learn not to anticipate what they might be asked to do next.

The museum had overhauled former Duluth & Northern Minnesota locomotive #14 during the years 1986-92. The engine is a 1913 Baldwin Mikado-type 2-8-2 designed with low driving wheels and light axle loadings for logging railroad service. It needed extensive firebox and running gear repairs costing just under \$200,000. Before working on the movie, the engine had run only about 150 miles since its overhaul. Crews knew something about its operating quirks, but little about how it would perform in winter weather. After long consultations, the staff, volunteers and board members gave their approval to the project.

The Federal Railroad Administration granted a blanket waiver to use some of the museum's antique freight cars on common carrier trackage. These included a Northern Pacific stock car built in 1931, a Duluth & Iron Range gondola from 1906, and a D&IR boxcar from 1885, the latter two with archbar trucks. Other cars on the train included the DM&IR's heavyweight business cars Northland and W-24, along with the



museum's Spokane Portland & Seattle baggage car #66 and DM&IR coach #33. At times, two Budd RDC's from the North Shore Scenic Railroad served as commissary and dressing room cars at remote locations. By the end of filming, the train had logged about 700 miles running over Burlington Northern, DM&IR, Soo Line, North Shore Scenic and Lake Superior & Mississippi trackage.

Contract discussions began in early October and dragged on until mid-December. With a starting date of January 11th, preparation of the rolling stock undone, the holidays looming, no definable scope of services and relentless pressure to shave costs, the negotiations with the movie company took on a surreal, Indiana Jones quality. One never knew what unseen monster might rear up and devour the project, and the Museum along with it. In the end, it took hard-nosed gamesmanship to bring about reality and a livable contract.

The movie company hired **Stan Garner**, owner of Short Line Enterprises Ltd. of Fillmore, CA, as its operations liaison with the Museum. Stan has a long list of Hollywood train credits, and knows both the movie and the railroad business well. He proved an invaluable collaborator and friend during stressful times, and everyone in the Museum appreciated his wisdom, patience and know-how. His beard, fur cap and booming, jovial presence became known far and wide in north woods cafes and watering holes.

Engine 14 would have to spend many frigid nights on location under steam. The danger of a freezeup and big repair costs caused fears for those

who had worked on her overhaul. **Lee Tuskey**, retired NSP power plant engineer, prescribed a simple set of small drain tubes on all hot water lines. When cracked open, they allowed the steam and hot water to flow, preventing ice from forming in the main pipe. Engine crews and night watchmen had only to make sure these "tattle-tales" continued to drip and blow steam freely. At 20 below zero, the engine watchman had to climb down from the cab three times an hour all night to monitor the tattle-tales and occasionally blast them open with the propane torch. No pipes froze, but overnight the drippage would accumulate and freeze the locomotive to the rails in thick flocs of ice. In the morning, a virtuoso performance of thundering smoke-stack and spinning drive wheels could usually break her loose. The crews and the movie people liked it a whole lot.

The train crews spent hundreds of hours doing little but waiting for instructions from the movie director. Occasionally, though, there were great moments such as charging across the DM&IR's Oliver Bridge in New Duluth, some magnificent run-bys on the BN near Floodwood and Brookston, and a breathtaking shot on the Soo Line turntable in Superior. A

steam locomotive in winter commands attention like few other of man's creations. A special camaraderie developed among train and movie crews as problems were solved and it became apparent that the effort was a great success.

Engine 14 did fail to make a curtain call when both injectors refused to lift water for the boiler, and the crew was forced to dump the fire. #14 was out of service four days while hands were wrung and Museum staff combed the Tourist Railway Association Directory for sources of help. Identical injectors were loaned by the Valley Railroad in Connecticut, the National Museum in Green Bay and Mid-Continent. After switching components and completely disassembling the waterfeed system, no problems of any kind were found and everything was reassembled. There were no hitches after that. Dozens of theories circulated to explain why the injectors had quit, but all agreed they had a life of their own. The help from the other museums was timely and much appreciated.

This project was longer and more complicated than most railroad movies. The producer saw the steam train as his biggest potential headache, but in fact the sled dog

#14 played two roles in the movie. Left: It kept its own number and appearance as the power for the sled race help train. It is shown at the fictional Birch Ridge depot, erected by the movie company along the Lake Superior & Mississippi excursion railroad in West Duluth.

Tim Schandel photo.

Right: Renumbered #807 and fitted with a different, higher mounted headlight and capped stack, it pulled the pace train for Great Northern officials and other bigwigs. It is shown on the BN's ex-GN ore line at Floodwood. Stan Garner photo.



teams and sick actors caused more problems. In the end, the Museum and its volunteers received high marks from the movie company and the Minnesota Film Board for a professional and highly credible performance.

Movie making is appropriate to a museum's mission. It makes historic trains available to a wider audience. It can also earn much needed revenue at a time when grants and donations, a traditional source of funding, are drying up. Our ability to provide the trains led to the selection of Duluth over other locations for the filming. The resulting infusion of several million dollars economy demonstrated the Museum's value to the local economy. At the outset, the State Film Board play a key role in referring the producer to us. Other museums around the midwest would do well to consider how sharing experience and assets might help secure other movie work for mutual benefit.

D&NM #14 REBORN

Every piece of antique rail equipment that survives today has beaten some very steep odds. Duluth & Northern Minnesota 2-8-2 #14 is a case in point. The railroad for which it was built in 1913 went out of business in 1921. #14 was sold to the Lake Superior & Ishpeming in 1919. The LS&I was unique in running steam much longer than other railroads, and then kept the dead

engines around instead of scrapping them. The result is that a lot of LS&I power survives. Witness the Grand Canyon and Hocking Valley lines.

At the very end of steam, a small number of locomotives avoided the scrappers by serving as stationary boilers, and #14 was one of them, working for Inland Lime and Stone in Michigan into the 60's. Finally, #14 was lucky enough to be acquired by the DM&IR. Their Vice President **Don Shank** did so with the intention of passing #14 through to the Lake Superior Museum. Starting in 1981 it became part of the collection displayed indoors at the depot, rather than winding up as a park engine destined to rust in the open. Because it possessed a set of brand new boiler tubes, the engine was selected to become Duluth's first operating steamer. Royal flushes in poker happen more often than a story like #14's.

Restoration began at the museum in the summer of 1988. There the jacketing, appliances, cab, valve gear and rods were removed. It became clear that a proper shop facility with overhead cranes was essential for the heavy work. The engine was moved to Fraser Shipyard in Superior for firebox welding and staybolt repairs.

In October 1990 it went to the LS&M shop in West Duluth where the boiler was jacked up from the frame. The suspension and spring rigging was completely gone over with new pins and bushings installed. The lead and trailing trucks were removed and rebuilt with new tires installed on the trailing wheels. When

this work was completed in fall 1991, #14 returned to the museum for the remainder of its restoration.

The appliances, driving rods, valve linkage, jacketing and the cab were reinstalled. The tender tank and coal bunker were reassembled and mounted on the frame. A new ash pan and wood pilot were fabricated and installed.

Hydro testing and boiler certification followed. The first fire in over 30 years was lit in the boiler on July 6, 1992. The fire was kept low all night, allowing the fire bricks to cure slowly. The next day the fire was increased to build up enough steam pressure to run the appliances. Pressure was allowed to build until the pops opened. An air leak in one of the injectors was fixed. The engine moved briefly under its own power. The fire was allowed to die and then relit Friday July 10th. The tender was drained and several leaks were fixed.

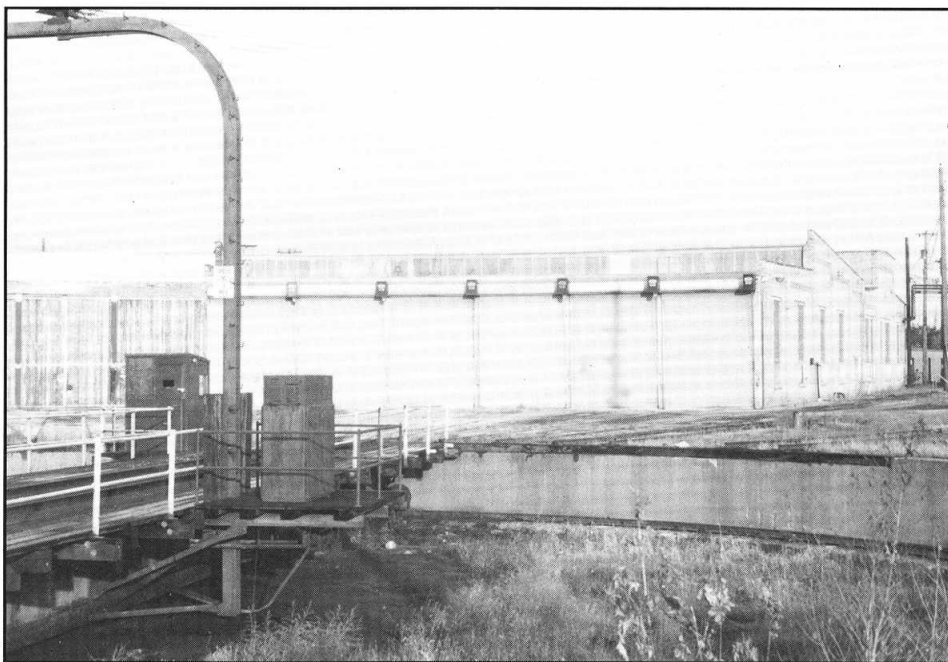
The inaugural run to Two Harbors took place on July 11th. The steamer pulled a train of nine coaches, assisted by a diesel. Stops were made periodically to check for hot bearings, but none were found and there were no other mechanical problems. Two Harbor's Heritage Days festival was scheduled to coincide with the run.

Since then there have been several steam excursions, leading up to the Iron Will movie shoot.

This story was assembled from information in past issues of The Laker.



Stan Garner photo.



The former Great Northern roundhouse at Minneapolis Junction met an untimely end this spring, when fire destroyed it. In recent years it had been leased to the Chicago & North Western, but the lease had expired and the building sat vacant at the time of the fire.

Left: As it looked in its final months. Aaron Isaacs photo.

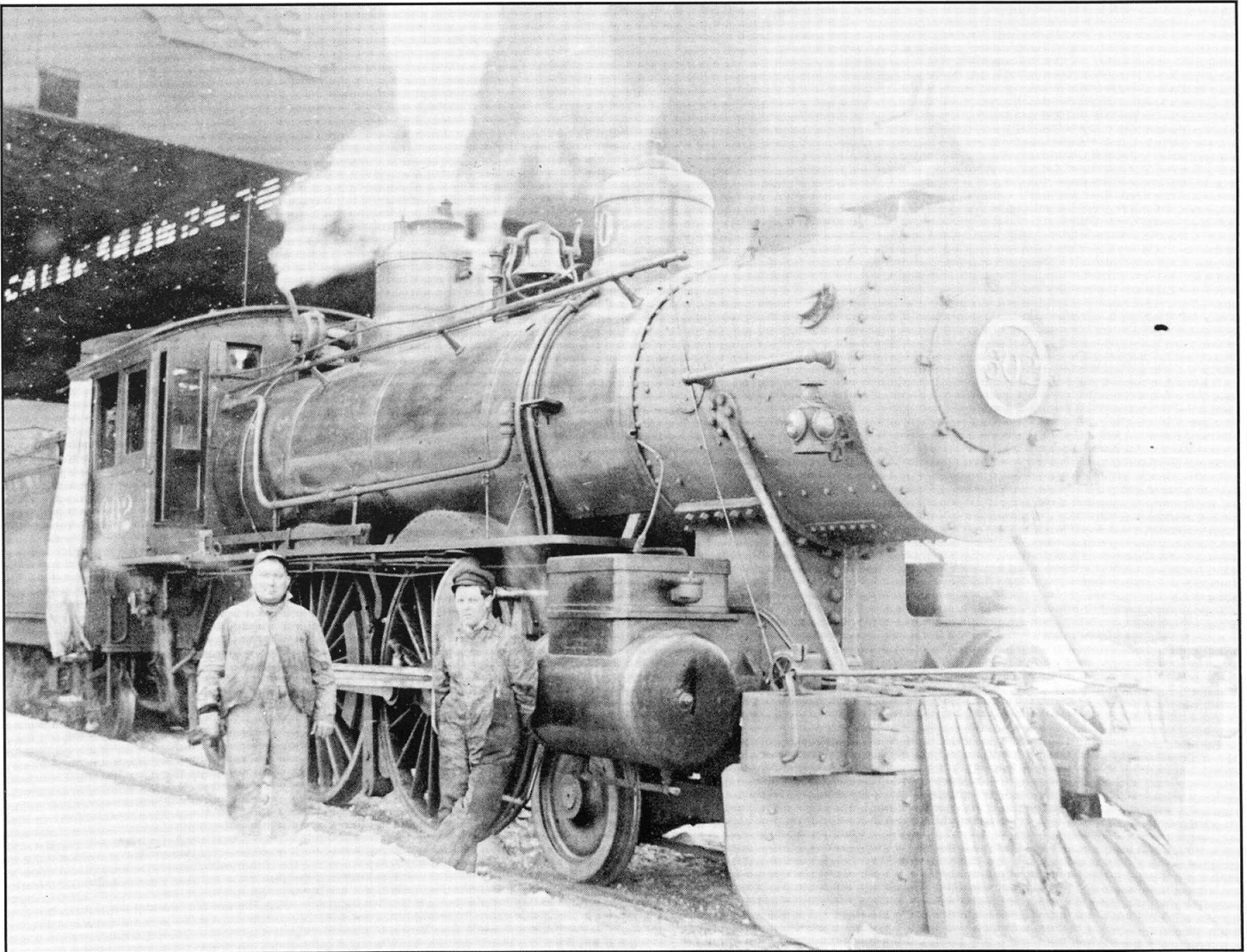
Bottom: As it looked in the 1950's. MTM collection





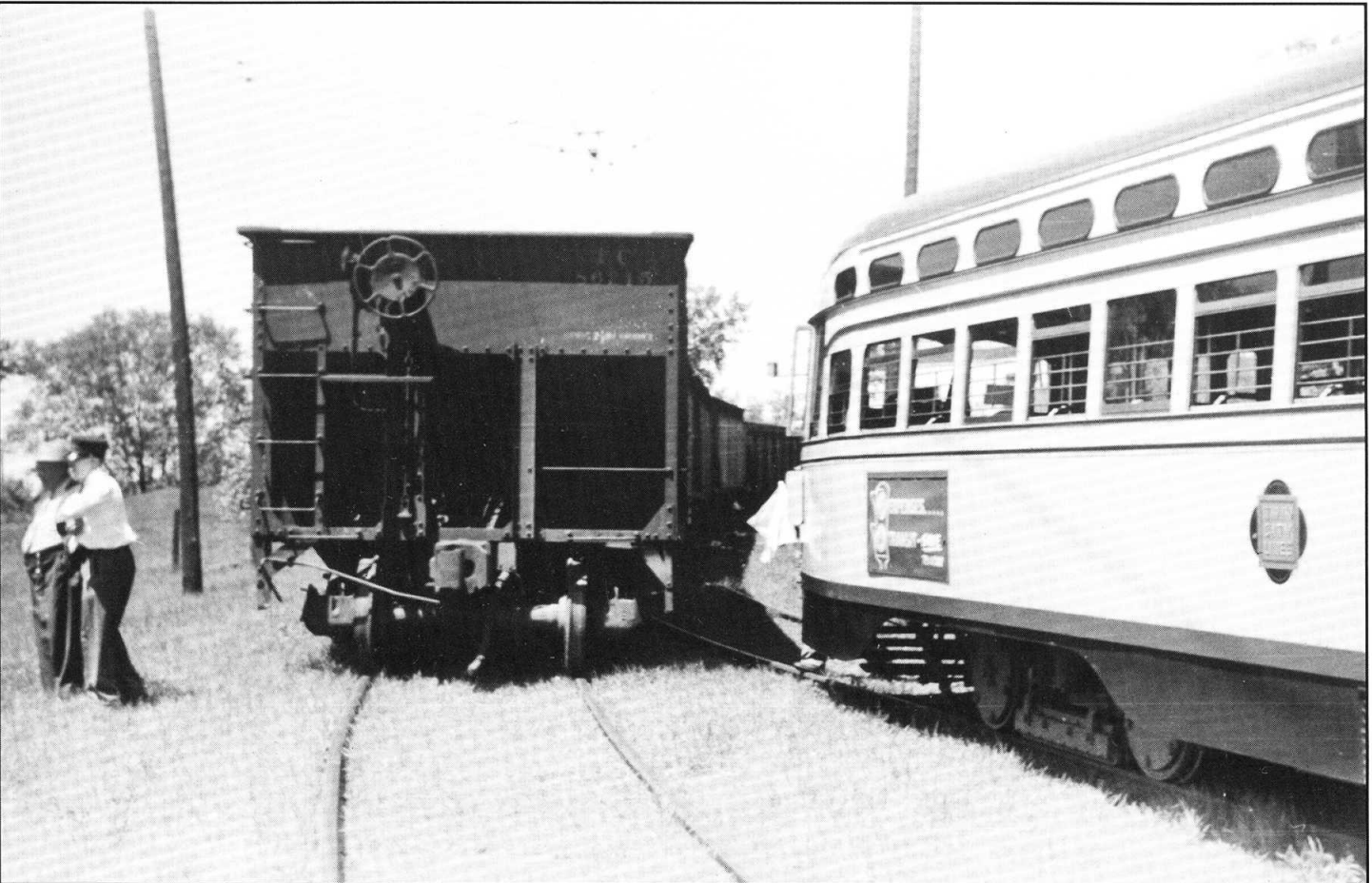
Four of #78's sisters were sold to St. Cloud's Granite City Ry. in 1910. One of them is eastbound in the 500 block of St. Germain Street. Stearns County Historical Society collection.

There are many pictures available of steam engines and their crews. This one, despite being faded, is a compelling view of a rare subject. In 1899 the St. Paul & Duluth ordered three 4-4-2 Atlantics with 79-inch drivers for fast express service between Minneapolis and Duluth. #602 is a lanky, raw-boned machine. Outfitted for winter with pilot wings and cab curtains, it pops off as it waits to leave Duluth. Wayne Olsen collection. Thanks to Larry Schrenk for engine info.





To go where no PCC car has gone before... That was the goal of this MRA fan trip, the only time a PCC is known to have violated that gate car stronghold, the Intercampus line. Top: #432 is shown at the St. Paul Campus loop. Bottom: On the way back the charter ventured up the freight interchange track at Eustis Street, yielding this unlikely comparison. Both Bill Janssen collection.





The Minnehaha restoration was featured this year in Focus 10,000, a magazine for Minnesota lakeshore property owners. For the article, writer David Fink interviewed 78-year old George Baker, who offered this proof that he had ridden the streetcar boats as a child. That's George on the right, with his brother Charles, taken at Excelsior in 1918.



The Minnehaha approaches the Edgewood Hotel on the main upper lake near Howard's Point.
Minneapolis Public Library collection.



This is Camden in 1942, looking south across the Soo Line grade crossing of the 34th Avenue So.- North Bryant line. The occasion seems to be the installation of new Griswold crossing signals, manufactured a few miles from here in north Minneapolis. Note the power-conducting mesh on the trolley wire designed to catch a dewired pole and feed it current long enough for the car to clear the grade crossing. Beyond the crossing is a short passing track and the Camden loop. It was common TCRT practice to have only a single track at steam railroad crossings. The Camden Theatre can be seen through the trees at right. Minnesota Historical Society collection.

Below: In March 1946 at TCRT car approaches the Minnehaha Falls loop at 50th & Minnehaha. Stephen D. Maguire photo, Fred Zubrycki collection.





In the early '50's the Great Northern displayed its new Red River streamliner at stations along the route. These three views were taken at Alexandria. GN photos, Minnesota Historical Society collection.

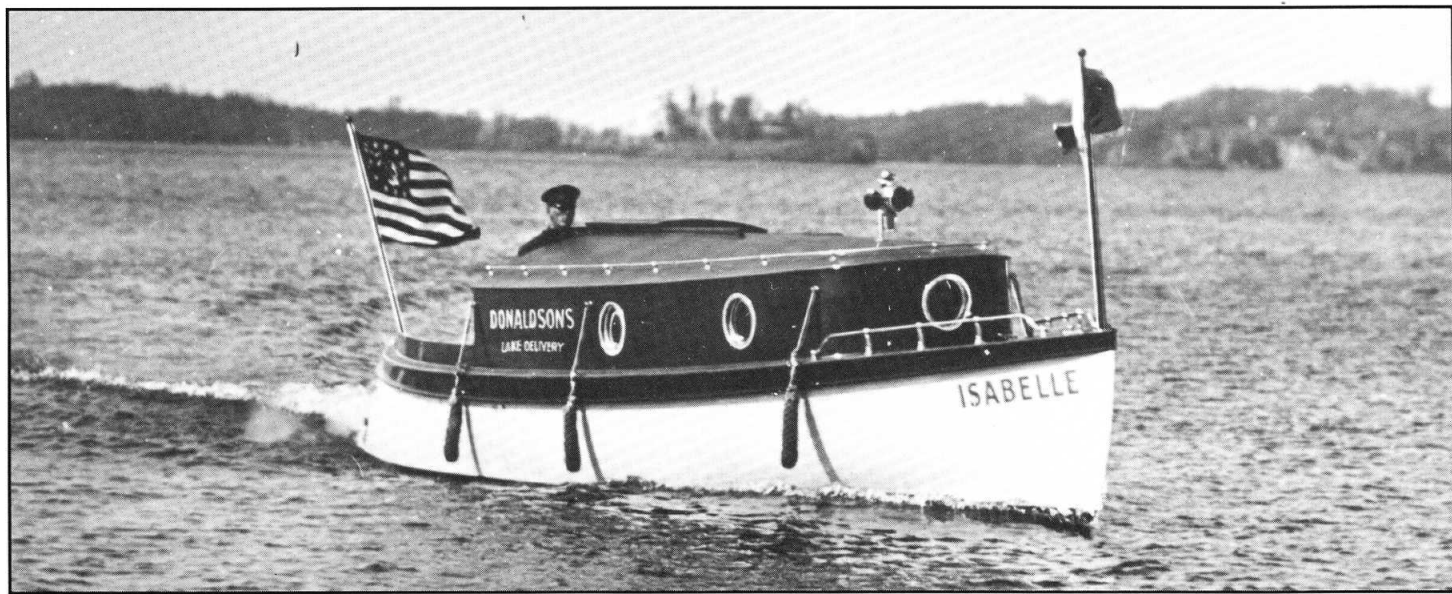




These photos show the first run of a wartime commuter train from Mound to Minneapolis on May 25, 1942. Top: At the Mound depot. Bottom and opposite top: Boarding passengers at Wayzata. Minnesota Historical Society collection.

Opposite bottom: Early in the century, Donaldson's Glass Block department store employed the stylish Isabelle to deliver their merchandise to Lake Minnetonka customers. Minnesota Historical Society collection.







Obscure depots on parade- This unnamed brick depot belonged to the Minneapolis & St. Louis and was located near the west bank of the Mississippi at 10th Avenue South. This view looks north. The mill and elevator behind the tree is still there today, displaying the same Gold Metal Flour sign. The picture dates from April 1916. M&StL photo, MTM collection.

Inside rear cover: Harbinger of a future that never arrived, the Rock Island's Jet Rocket is displayed at the Milwaukee Road Depot on February 3, 1956. The GM Aerotrain was soon deemed unfit for long distance service and was relegated to the Chicago commuter pool, serving alongside MTM coaches #2604 and #2608. Minnesota Historical Society collection.

Rear cover: A Great Northern mallet digs in to start an ore drag from the Missabe Range to the Allouez Docks in Superior. St. Paul Dispatch-Pioneer Press photo, Minnesota Historical Society collection.



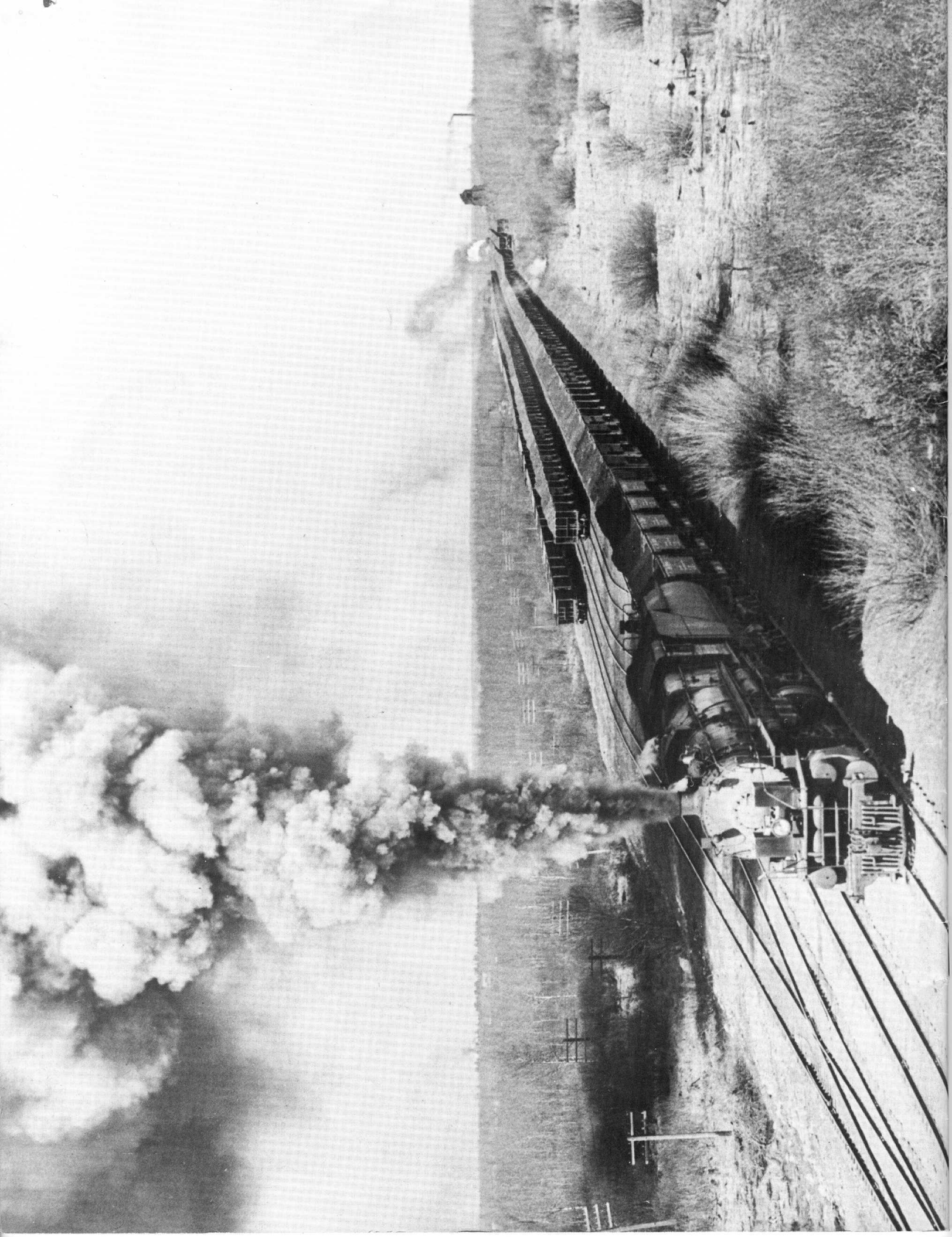
WATCH YOUR STEP

NEW Jet Rocket

The design of this radically new, light weight, high-speed equipment is a startling innovation in American railroad circles.

LOCK
ISLAND

1. Lower than conventional equipment by 2 feet 8 inches.
2. Reduced floor level - 26 inches above the rail.
3. One-half the weight of conventional equipment.
4. Lower center of gravity.
5. More seats: 84-96 seats per 3-unit coach.
6. Standardized interchangeability for handling ease and flexibility.
7. Improved electrical system and water supply.
8. Improved brakes.
9. Improved coupling for quick consist changes.
10. Length-490 feet, Height 10 feet 10 inches.





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August 2021

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